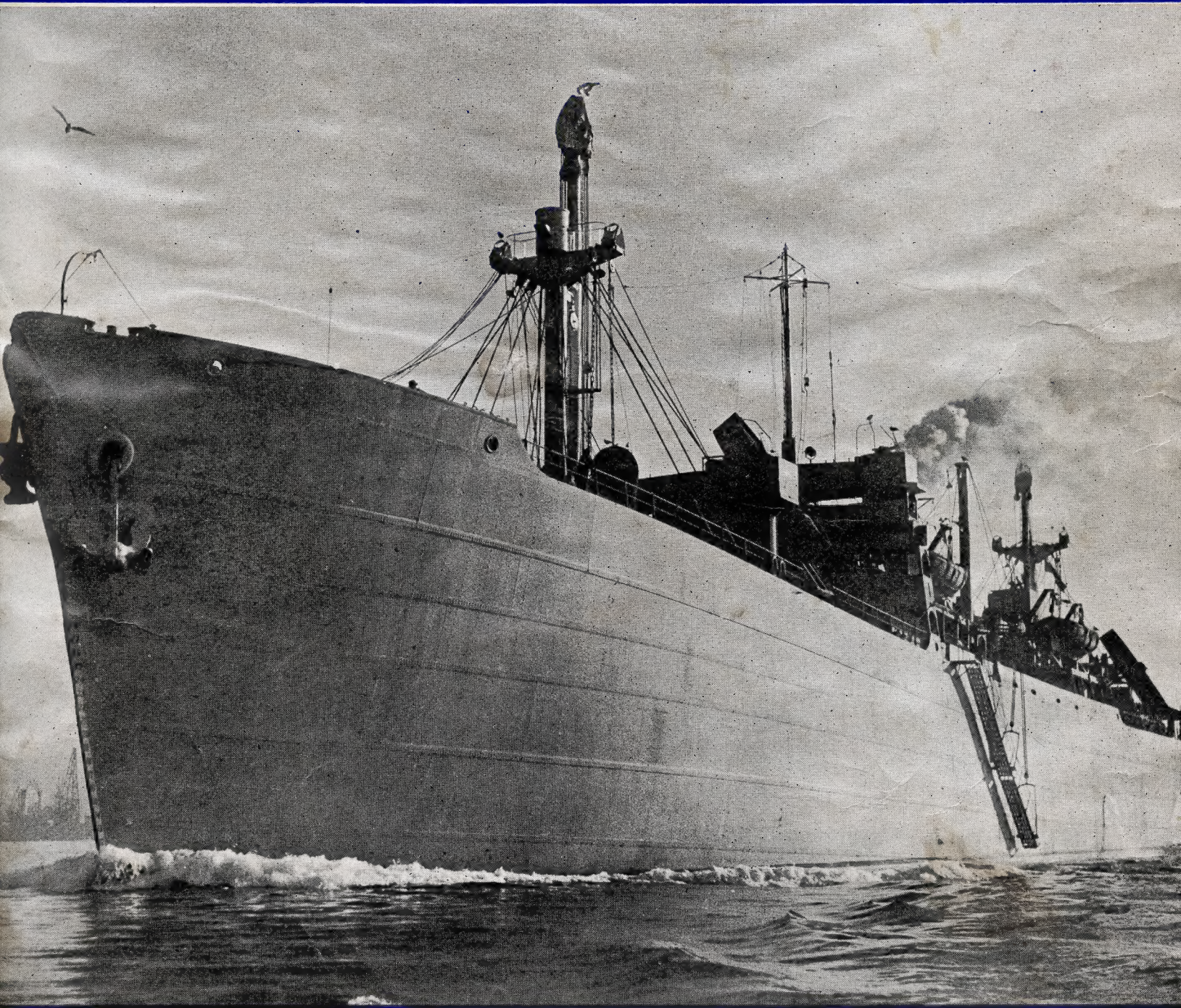


WALLACE SHIPBUILDER



Souvenir Number . . . **SEPTEMBER, 1945**

ACHIEVEMENT . . .



Above: Aerial view of North Yard, 1945.

At left: North Yard about 1907.



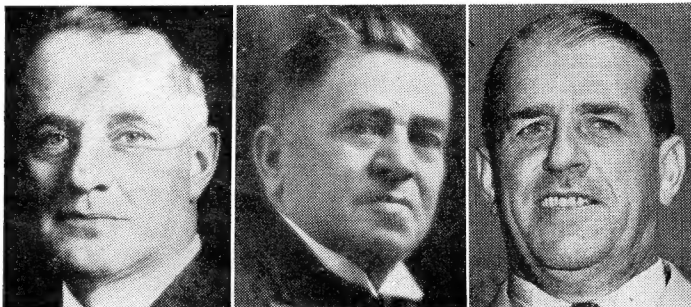
Burrard Dry Dock had its beginnings in Vancouver, B.C., in 1894. It was a one-man yard—the back-yard of Alfred Wallace! He had one contract—life boats for the C.P.R.; one helper—his wife!

Today, looking back at Burrard's shipbuilding achievement through the war years, 1939-1945, it proves itself a magnificent one. Following is the record of what has been accomplished:

Out of 312 ten-thousand tonners launched in Canada during the wartime programme, Burrard as a whole has produced 109 ships. Of these, South Burrard has built 55, North Burrard 54.

In pre-war days only the North Yard existed and practically all the work was in the nature of repairs. Occasionally small coastwise vessels were built. The maximum number of Yard employees was about 500 men. No women!

At the outbreak of war in September, 1939, the first work that came to the plant was the installation of armament, degaussing and other necessary fittings on cargo vessels proceeding to the war zone.



*Clarence Wallace,
President.*

*Alfred Wallace,
Founder.*

*Hubert Wallace,
Vice-President.*

That winter Burrard got its first real war boat-building job—a small ammunition lighter for the R.C.N. at Esquimalt. Officially it was called the H-70. Intimately it was the *Puddle Jumper*.

Hard on the heels of that contract came another for four Corvettes for the Canadian Government. The keel of the first was laid in April 1940, and the contract completed late the following year.

During the summer of 1940 Burrard received another contract, this time for six Minesweepers for the Canadian Government, and it was while they and the Corvettes were still under construction that business really began to hum.

The British Government pressed in with an order for eight ten-thousand-ton cargo ships of the North Sands coal-burning type. Early in 1941 these contracts were taken over by Wartime Merchant Shipping Limited and were extended to fifty ten-thousand-tonners. Something had to be done to accommodate that programme and what Burrard did was to add two new berths to the North Yard and to break ground for a new yard . . . South Burrard.

The first North Yard keels were laid in April, 1941, the first South Yard keels in August. Then the North Yard was extended by another two berths which went into action in April, 1942.

Further orders came from the British Government for more 10,000 tonners, this time in the form of Victory Ships . . . 34 of them. They were of the same hull construction as the North Sands, but of the oil-burning, not coal-burning type.

Early in the spring of 1943 Burrard was informed of the contract for altering American Aircraft Carriers to suit the requirements of the British Admiralty. La Pointe Pier was taken over and outfitted to handle the job, and in July the first Carriers arrived from Tacoma. The contract was completed in July, 1944.

During this period, in addition to the regular building programme, four complete naval conversion jobs were done . . . the *Prince Robert*, *Prince David*, *Prince Henry* and the *Awatea* . . . several Corvettes were modernized. Repair work went on steadily.

Towards the end of 1943, eight Victory Ships were taken over by the British Ministry of



W. G. Wardle,
General Manager.

War Transport—206 to 212 and 221—and North Burrard converted them into Victualling Ships. In June, 1944, keels were laid in both North and South Yards for five Maintenance Ships for the British Admiralty. Then came orders for six Canadian type Victory Ships and six more Maintenance Ships. Contracts for Transport Ferries and China Coasters were re-

A MESSAGE FROM OUR PRESIDENT

The wartime production of Burrard Dry Dock has been an outstanding one. I, as President of the Company, am justly proud of it and I realize that it is entirely due to the co-operation, the skill and the hard work of the men and women of Burrard that we have made such a good showing. Please accept my thanks and appreciation.

ceived. Sudden total Peace made the completion of the Transport Ferries unnecessary.

Burrard Dry Dock and every employee in it who has worked hard and conscientiously in the building of these war-time ships may well be proud of their shipbuilding record and happy in the thought that they have done their share in bringing the world to Victory.

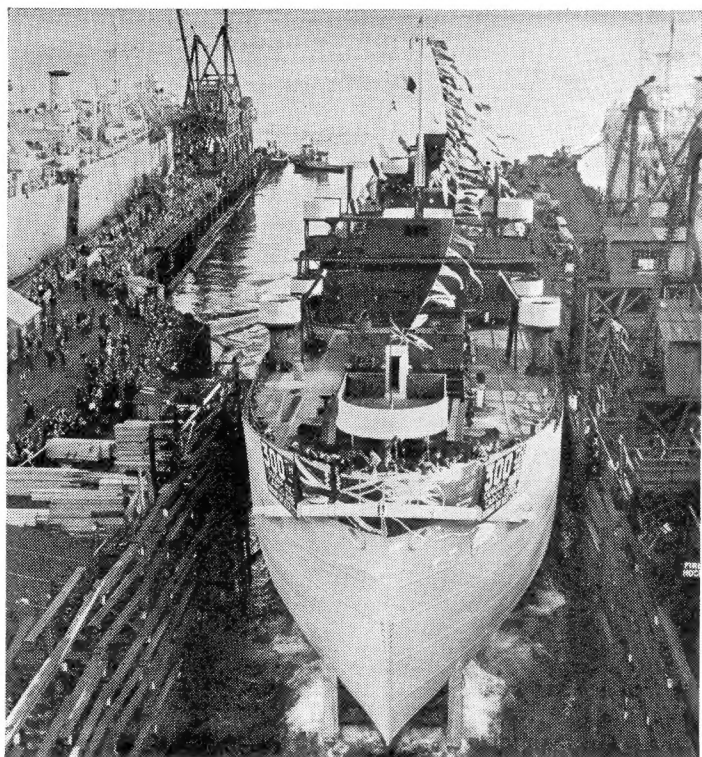
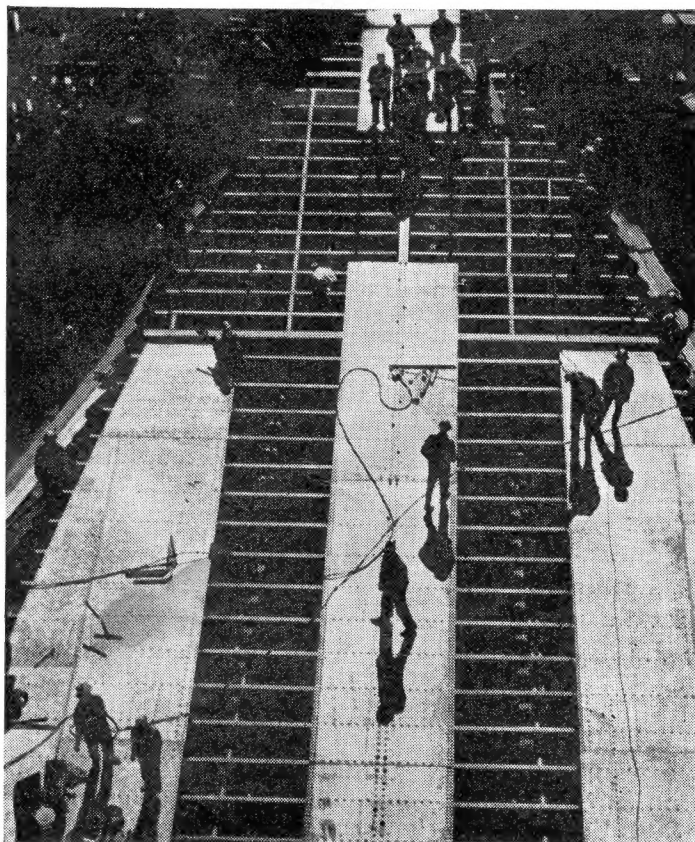
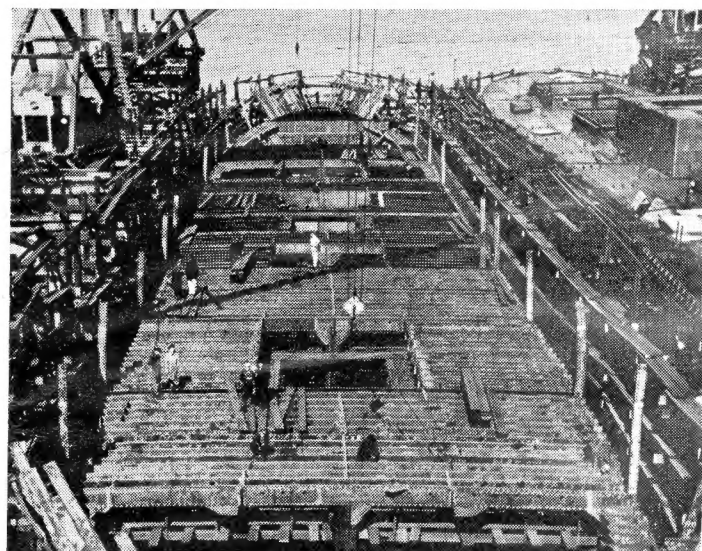
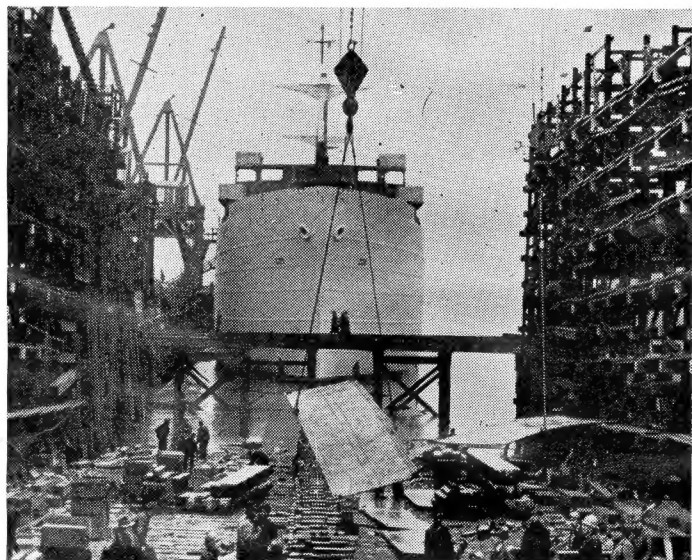
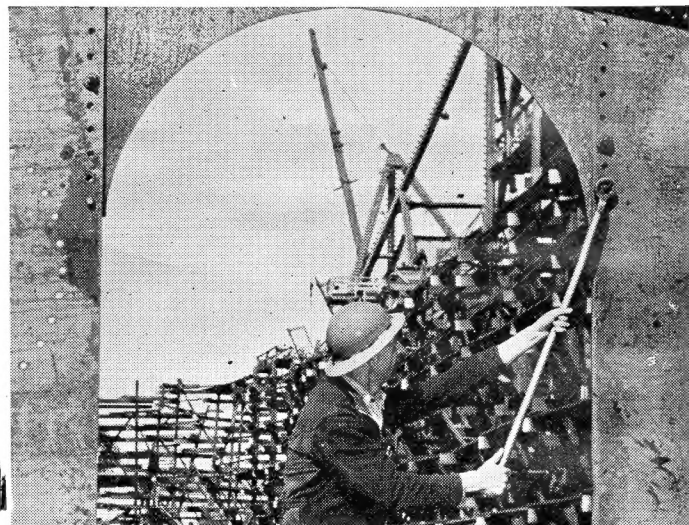
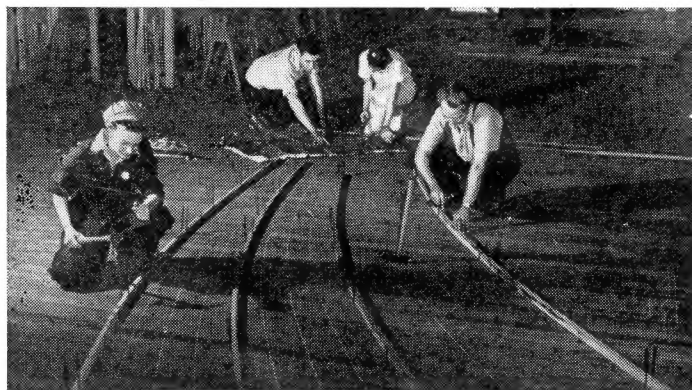
The war is ended! Shipyard jobs for many of us are over. This is our last Magazine. If we say goodbye we must say it fast and casually as if it didn't matter much, something like . . . well, s'long, fellas. Because to dwell on this goodbye stuff gives a lump in the throat that would stop us from saying anything else. And we have something else to say, something more important than goodbye. It's thank you!

Thank you for being so swell to work with, thank you for letting us join in the comradeship of doing one job, as one group, for one cause. We know you put your hearts as well as your backs and your heads into the building of ships. We remember the long hours of overtime on the Robert, the David and the Henry, on the Victory Ships and the Maintenance Ships. Together we've known the wonder of construction, the shaping of steel that became ships.

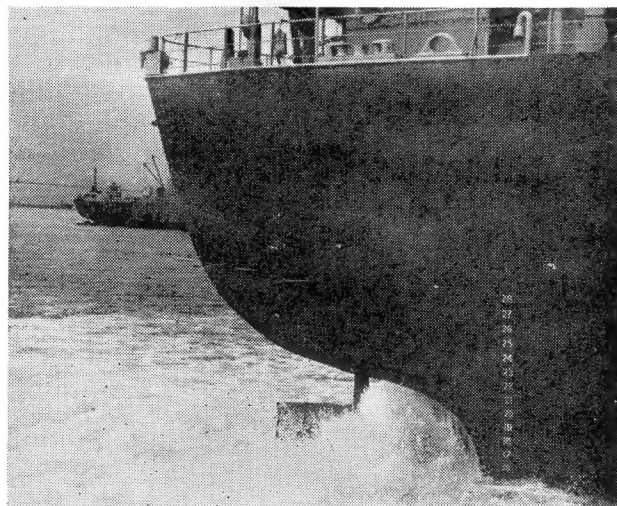
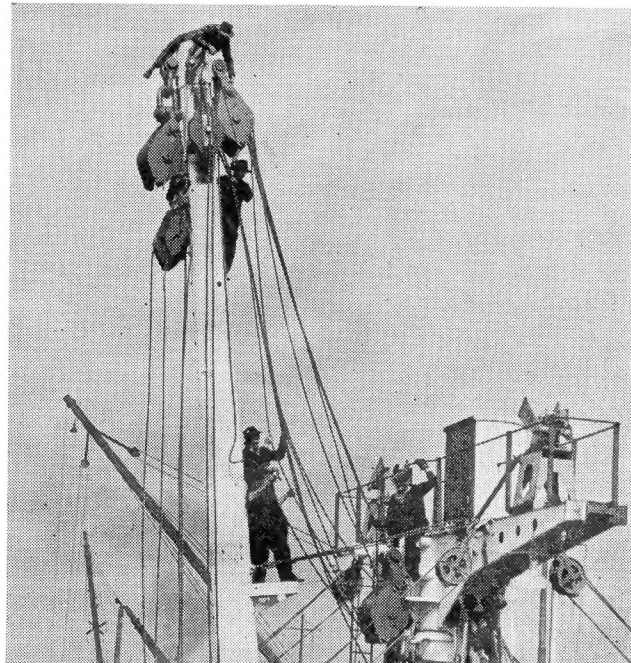
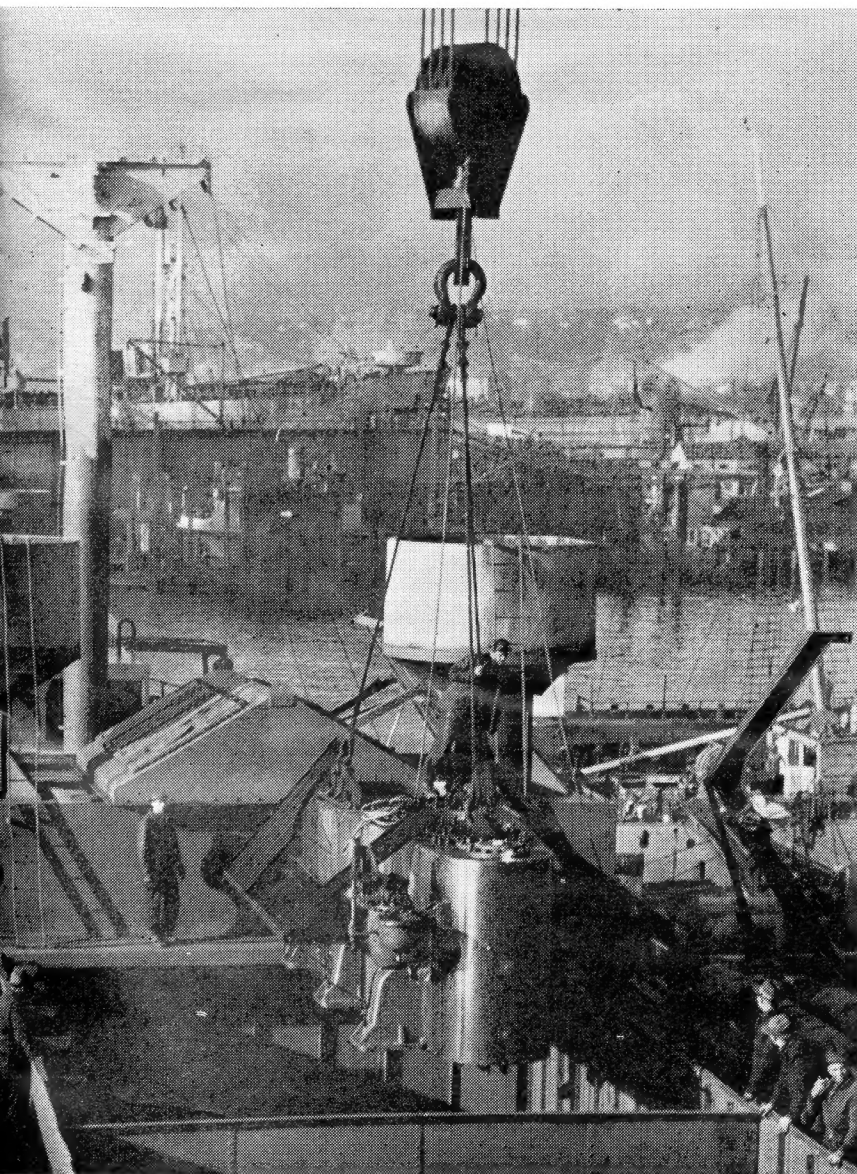
Together we've watched our hulls slide down the ways. Together we've shared the satisfaction of seeing completed ships leave the Outfitting Docks on time. These things we know were accomplished through each man's toil. These things we will remember.

This final number of the Wallace Shipbuilder is yours as a souvenir. Take it with you and . . . well, s'long.

The Editors



The Birth of a Ship



PAGE 4.

Reading down, Col. 1: Laying the battens of a 10,000 tonner on the floor of the North Yard Mold Loft.

Laying cargo ship keel plates on a North Yard ways.

Tank-top plates go down on the floors of a South Yard hull.

Col. 2: Bolting up on a North Yard bulkhead.

The ship takes shape. A South Yard hull about one-third completed.

The launching of Canada's 300th cargo ship from the North Yard.

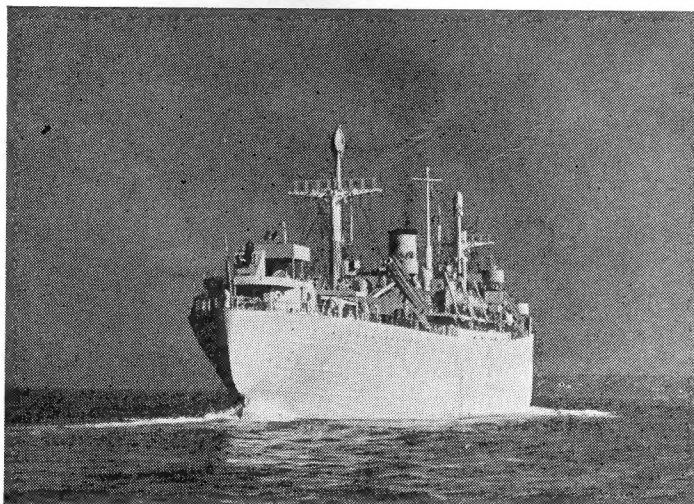
PAGE 5.

Col. 1: Dropping the engine block into the hold, Pier 3, North Yard.

Col. 2: North Yard Riggers go into action.

North Yard Dock Trial.

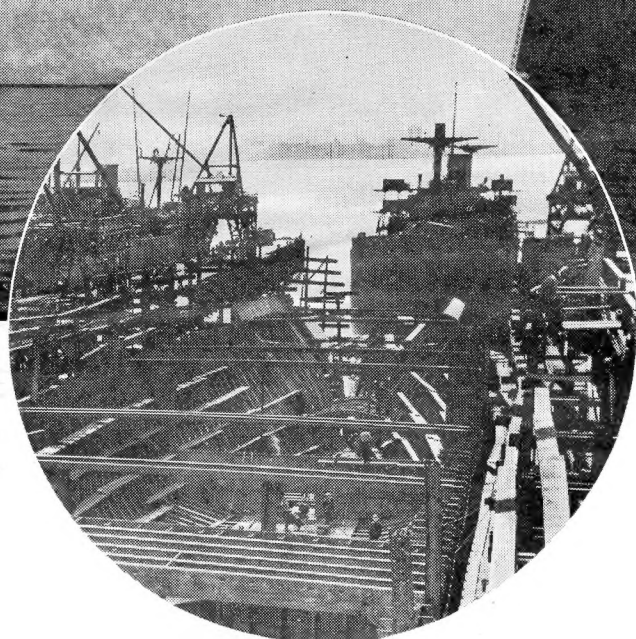
The completed ship takes her Sea Trial.





Top: 200, Victory Ship Fort Wallace. Keel laid North Yard September 1943. Delivered February 1944.

Circle: The last of the North Sands vessels and a new Victory Ship on the North Yard ways.

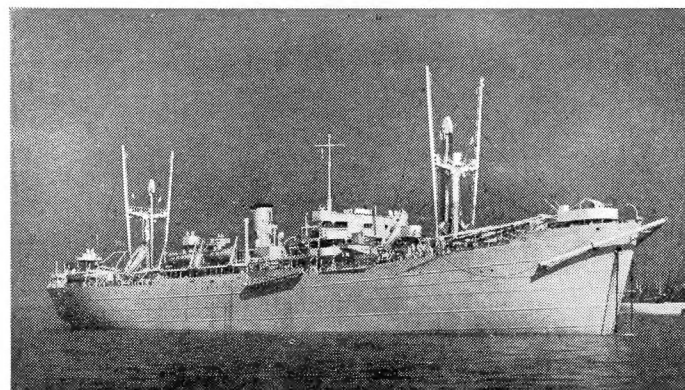
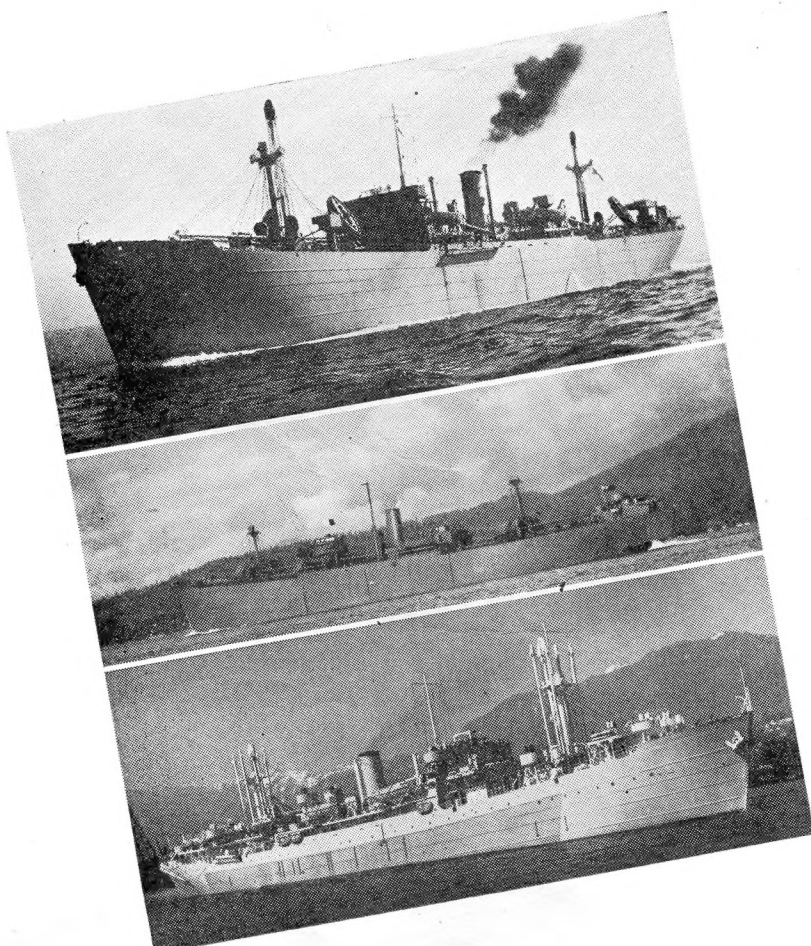


Left: 229, Canadian Ship Princeton Park. Keel laid South Yard October 1944. Delivered February 1945.

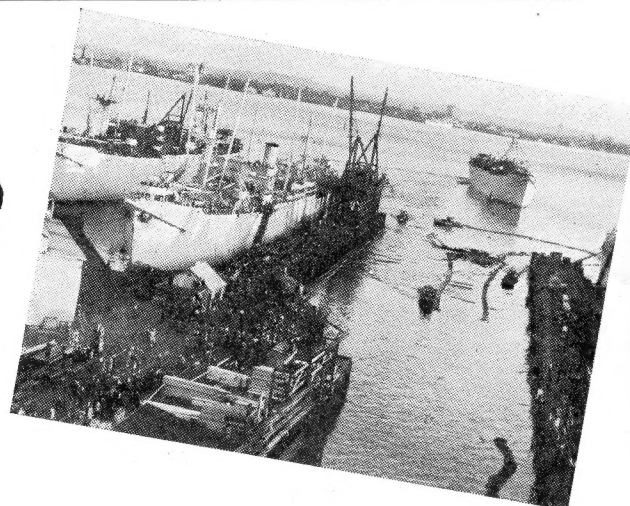
130, North Sands Fort St. James. Keel laid North Yard April 1941. Delivered January 1942.

222, Maintenance Ship H.M.S. Beachy Head. Keel laid North Yard June 1944. Delivered March 1945.

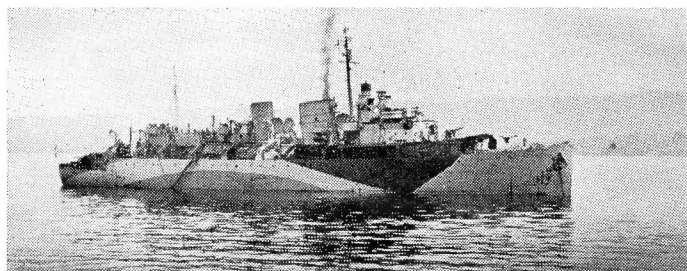
Bottom: 208, Refrigerator Victualling Ship Fort Kilmar. Keel laid North Yard December 1943. Delivered May 1944.



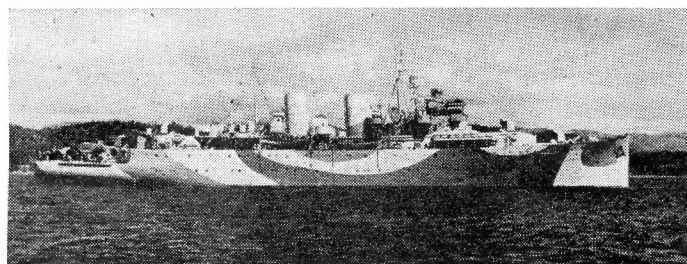
Ships



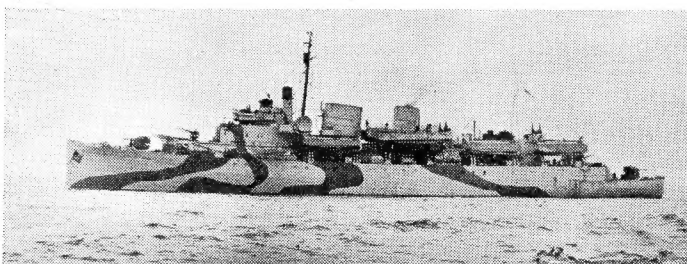
BUILT AND CONVERTED BY BURRARD



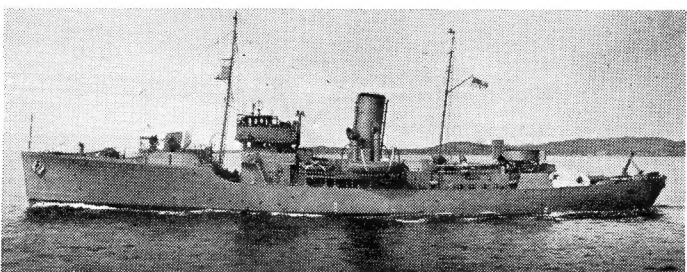
Prince David. Converted from an Armed Cruiser to Landing Craft Assault Ship.



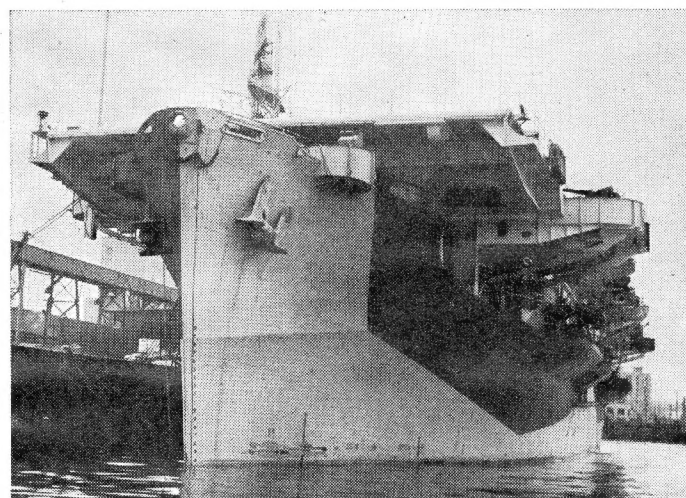
Prince Robert. Converted from passenger Liner to Auxiliary Cruiser; from Auxiliary Cruiser to Anti-aircraft Vessel.



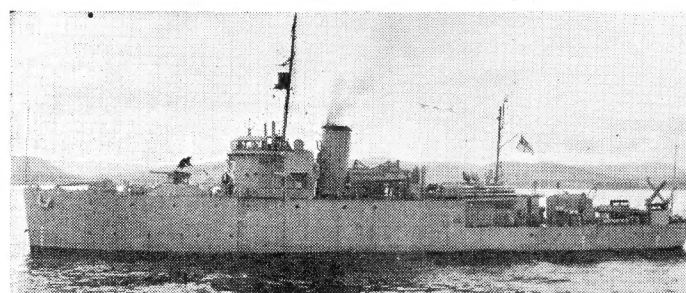
Prince Henry. Converted from Auxiliary Cruiser to Landing Craft Assault Ship.



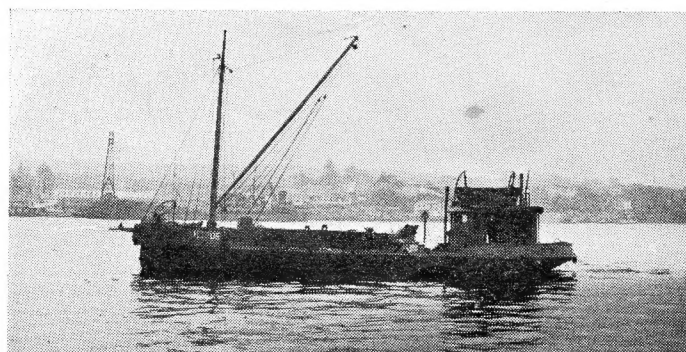
Corvette Trail. Keel laid July 1940, delivered April 1941



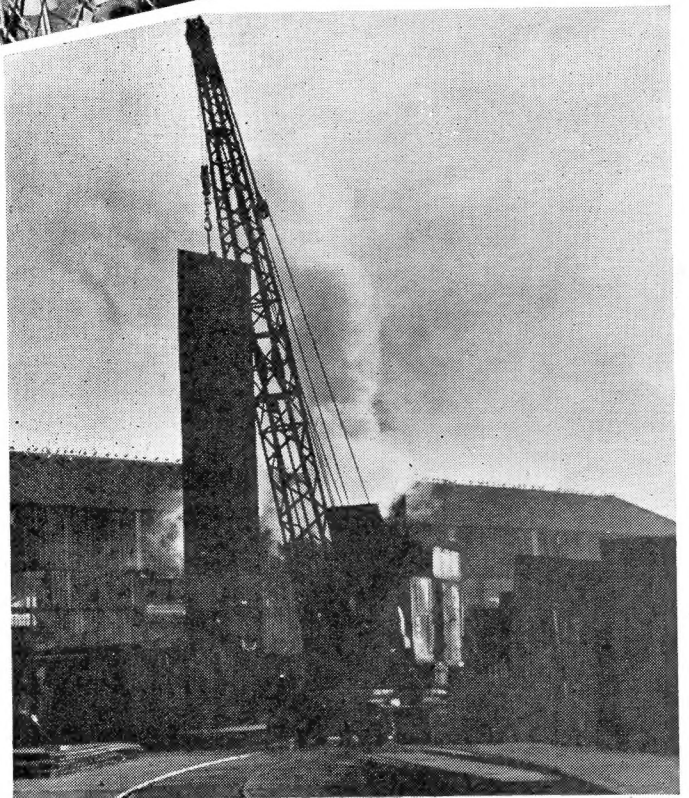
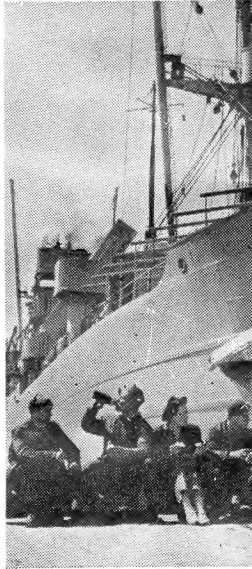
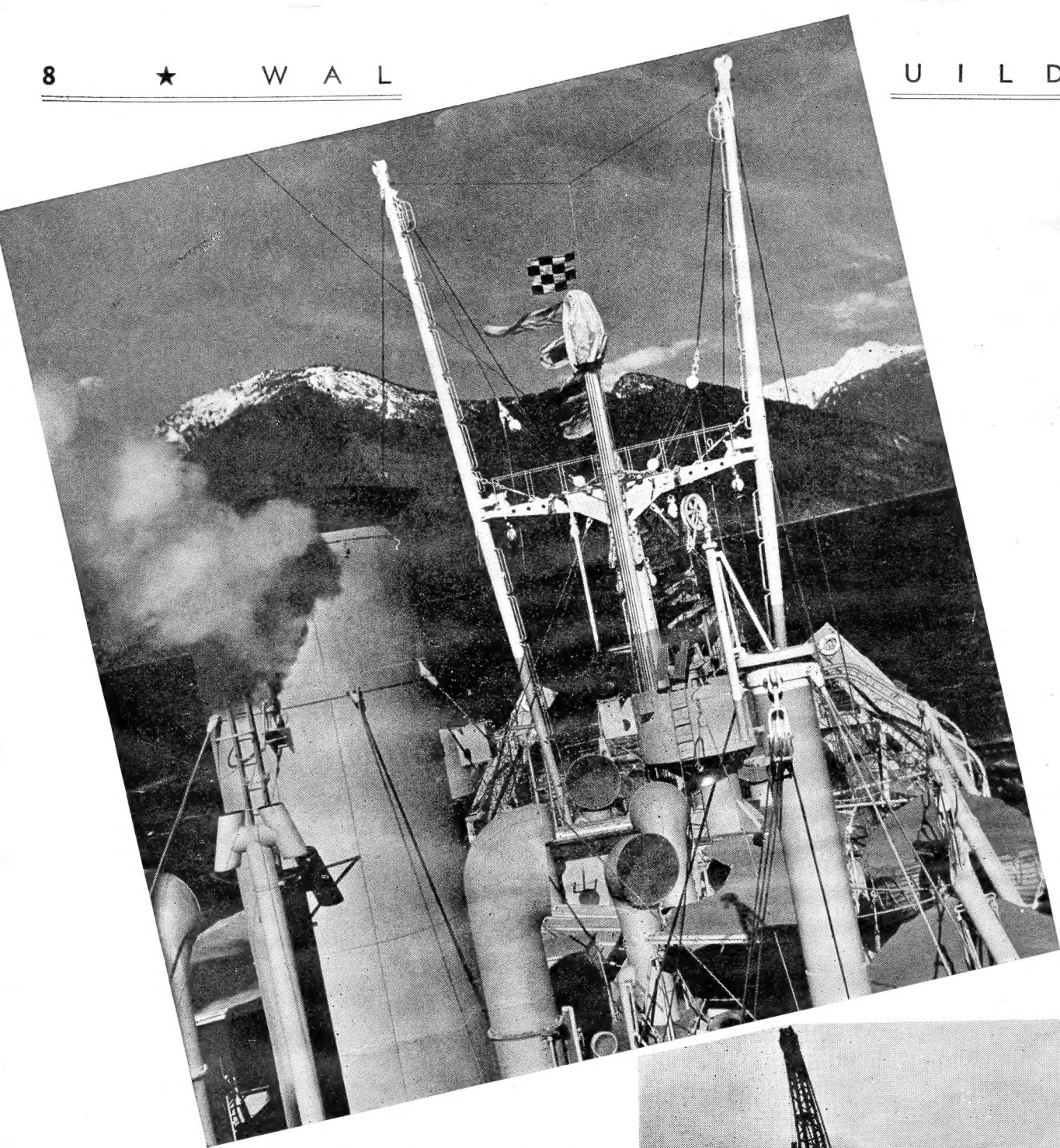
Aircraft Carrier Ranee. Altered at La Pointe to suit requirements of British Admiralty.

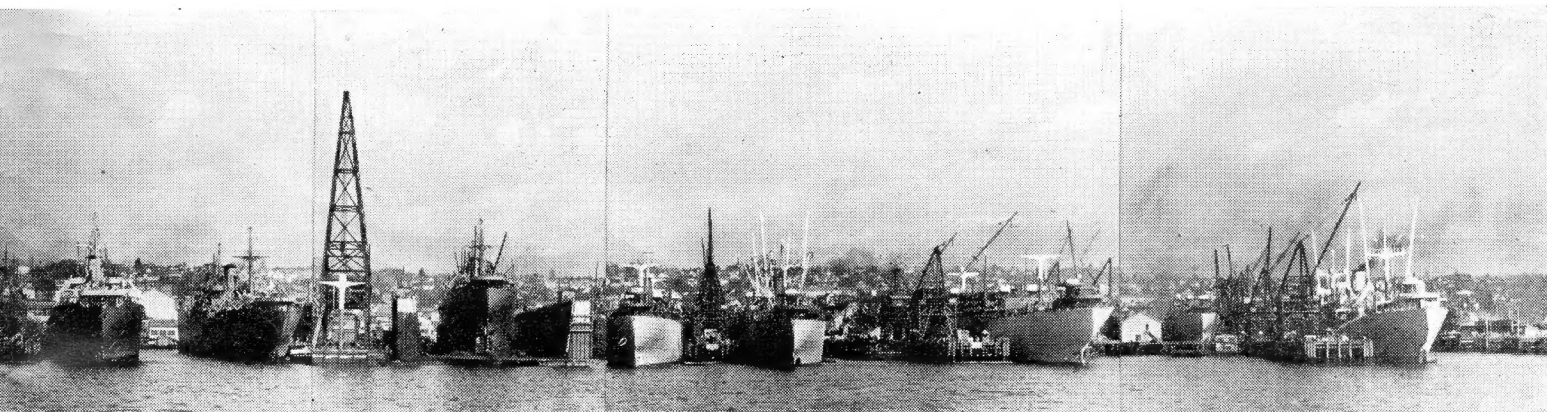
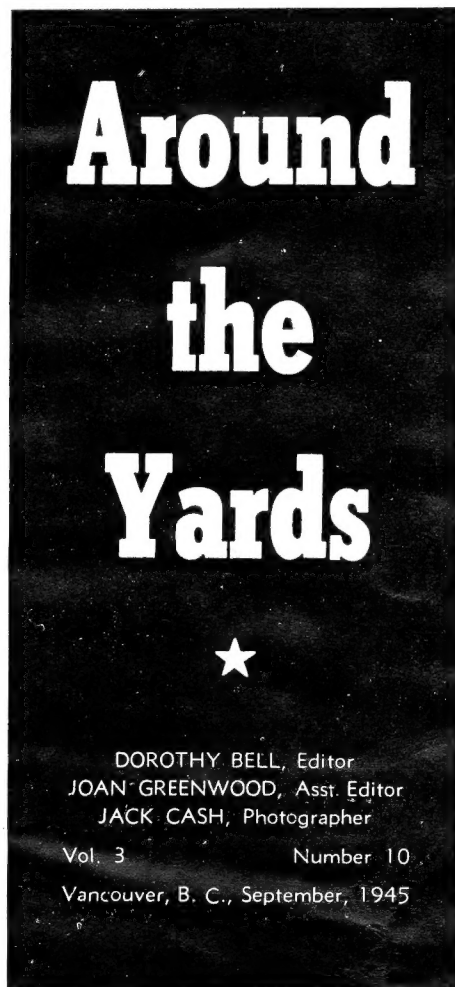
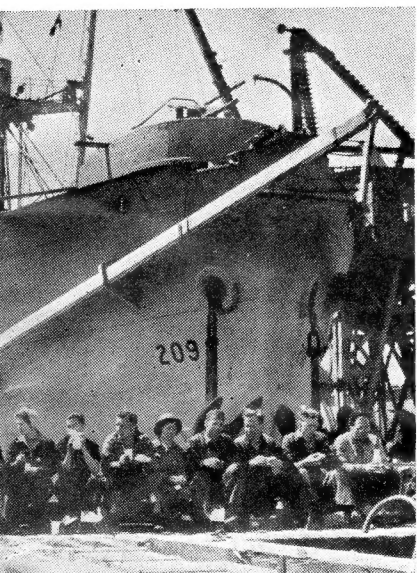
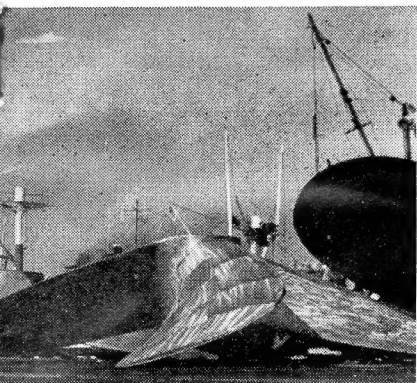


Minesweeper Bellechase. Keel laid April 1941, delivered December 1941.



Ammunition Lighter known as the Puddle-Jumper. Keel laid January, 1940, delivered March, 1940.





PAGE 8.

Top: Sea Trial on Howe Sound.

Left: Wallace Pipe Band.

Right: Lifting a two-ton plate from North Yard steel racks.

Center, Top: Propellers wait their turn on Pier 7.

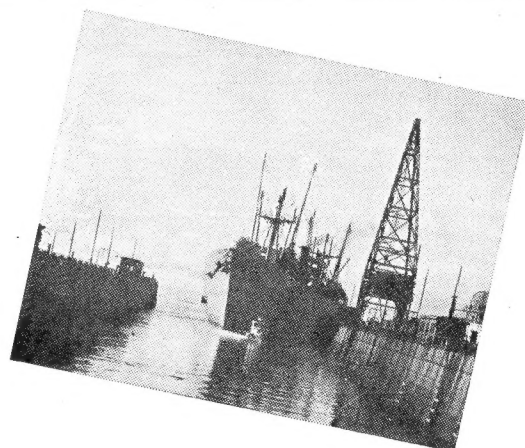
Bottom: Lunch time, North Yard.

PAGE 9.

Right: They guard Burrard. 1, La Pointe; 2, North Yard; 3, South Yard.

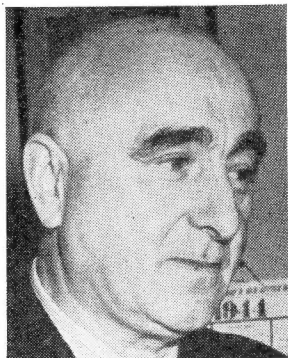
Center: North Yard as seen from the ferry.

Bottom: Coming into Dry Dock.



The Growth of the South Yard

Four years ago there was no South Yard. When extra shipbuilding space was urgently needed by Burrard, John

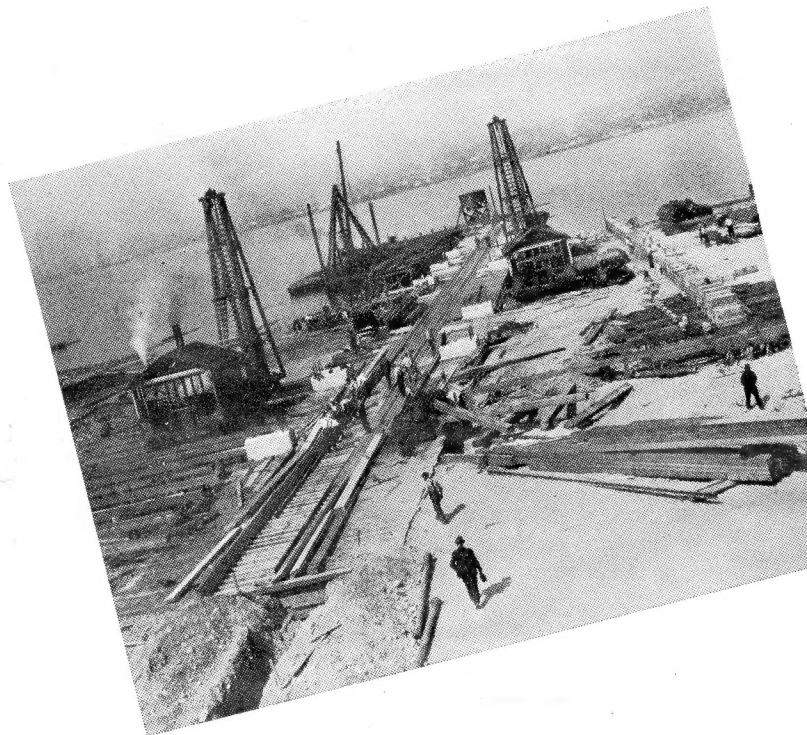


*John Dalrymple,
Manager of South Yard.*

Dalrymple, the late Jimmy McCall and Hubert Wallace laid plans for a four berth yard on the South side of the Inlet. In April, 1941, the Northern Construction Company first broke ground on the chosen site at the foot of McLean Drive. In early fall of the same year the Yard opened under the management of Hugh Lewis. He was assisted by John Dalrymple who brought with him from the North Yard a small number of key men and trained mechanics.

Work immediately went forward on two keels, the first of which was 132, the *Fort Qu'Appelle*. The rank and file who applied for work represented every trade and profession, and one of the first undertakings of the Yard was to train them for specific jobs of ship construction. By August, 1943, there were 4100 highly efficient South Yarders—340 women among them—building hulls for outfitting in the North Yard.

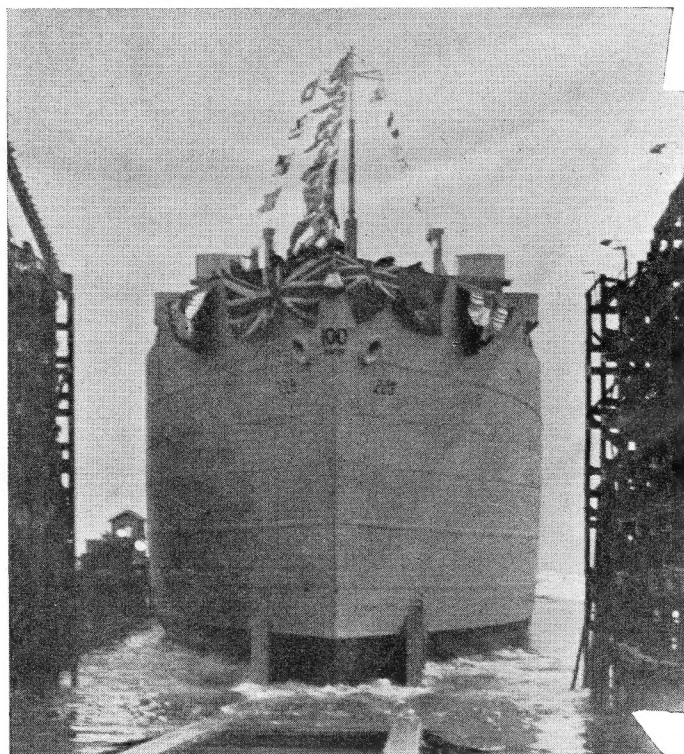
John Dalrymple, who took over the management when Hugh Lewis left in 1944, says of the South Yard men and women, "They proved themselves one hundred percent. It was a war job. They put everything they had into it. The war is over. We have no choice but to disband. Good luck to everybody wherever they go from here."



Top: South Yard in the making, summer of 1941.

Bottom left: South Yard Welders put the finishing touches to a propeller shaft tunnel.

Bottom right: The South Yard launched Burrard's 100th cargo ship, 229, Princeton Park, January, 1945.





Aerial view of South Burrard, April, 1944. This compact and modern Yard, younger brother of North Burrard, has turned out a big share of Canada's wartime shipping—fifty-five 10,000 ton cargo hulls.



Six thousand tons of steel is racked in this one corner of the South Yard.



A group of North Yard women.

It's A Woman's World, Too!

The first women came into North and South Burrard in September, 1942. Foremen were skeptical at first, Yard men frowned and cold shouldered the intruders into a man's world. The women were just plain scared! So, as women will when they're faced with a problem, they tackled it and went to work in hard hats and coveralls as nonchalantly and confidently as if they were in their own kitchens. Foremen nodded their approval and asked for more, men ceased to glower and smiled instead. By Spring, 1944, some 1000 women, in all three Yards, were helping to build our ships.



Grace McGraw, Head of Women's Department.

They've done a swell job! They've not only excelled in precision detail work of the Electrical, Sheet Metal and Machine Shops, they've pulled their weight in the harder, heavier jobs. They've pulled their weight alongside men in Pipe, Plate and Blacksmith Shops, as Shipwrights' and Reamers' Helpers, as Welders, Burners, Bolters. They were in the Steel Yard, Mold Loft, at the lathes, driving trucks, lagging pipes, sweeping hulls. And a special hand, please, for that



Camaraderie in the Yard

plucky little army of Passer Girls who thumbed their noses at the frightening din of the rivet guns and caught and passed with skill and accuracy.

By Dead of Night

Most of us have known the Yard by day, but a tremendous amount of work, particularly at the peak of our war production, was done by night.

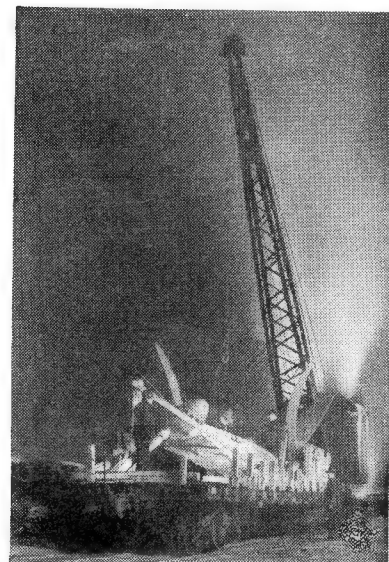
Swing Shift and Graveyard men and women know Burrard as an entirely different world. Through all the hours they've spent on illumined piers, in storm and starlight, there was always that intangible bond of fellowship that night owls feel for each other . . . the Welder's flash was brighter, the Burn-



Top: Graveyard Welders at work on stem of a giant freighter in North Yard Dry Dock for major repairs.

Center: Swing Shift Victory Ship, Pier 4, North Yard.

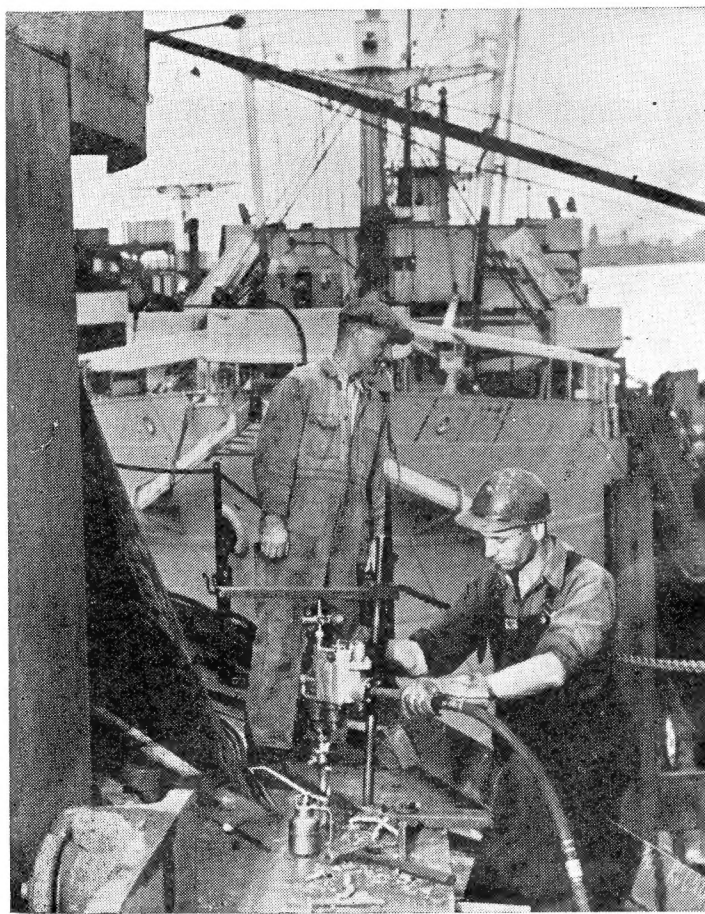
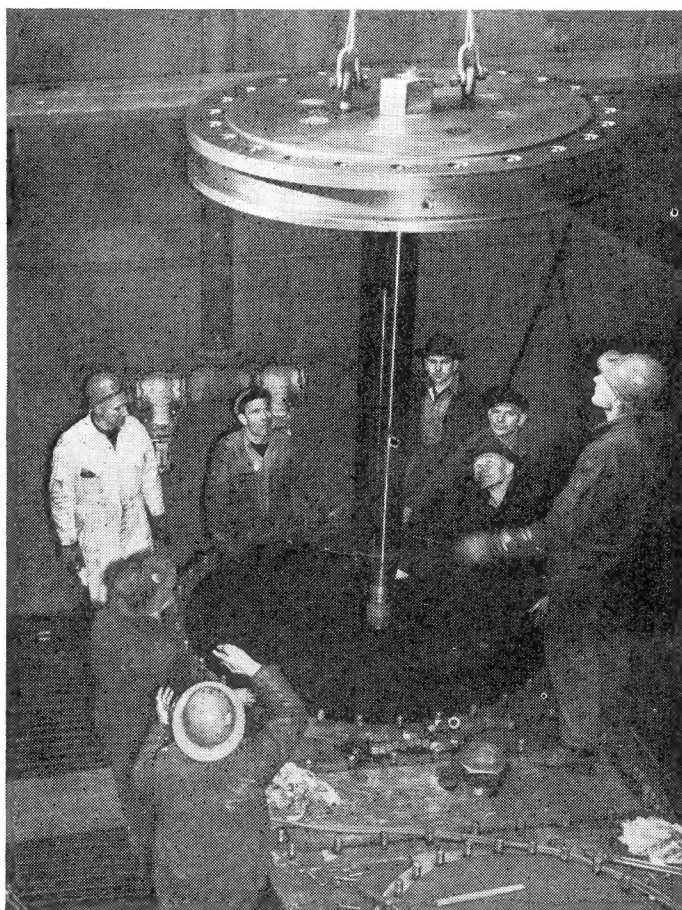
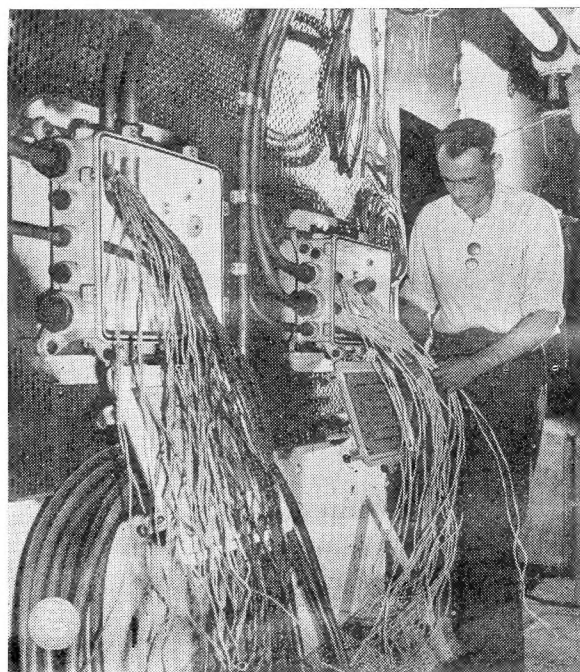
Bottom: North Yard Lokie switches a carload of props by dead of night.



er's fireworks more sparkling, the coke pot's glow more cheery.

Despite their topsy-turvy lives and their misplaced meal hours, the knowledge that their vital work was hastening them towards Victory—and perhaps the charm of their long week-ends—endeared them to their job. Besides, whom would Day Shift have to blame if Swing Shift and Graveyard fellows weren't there?

Production



Shots

PAGE 14

Top left: Welding half-rounds of an upper-deck coaming.

Top right: Hooking 185 wires into a ship's junction box.

Bottom left: The low pressure piston is lowered into the cylinder of a Maintenance Ship engine.

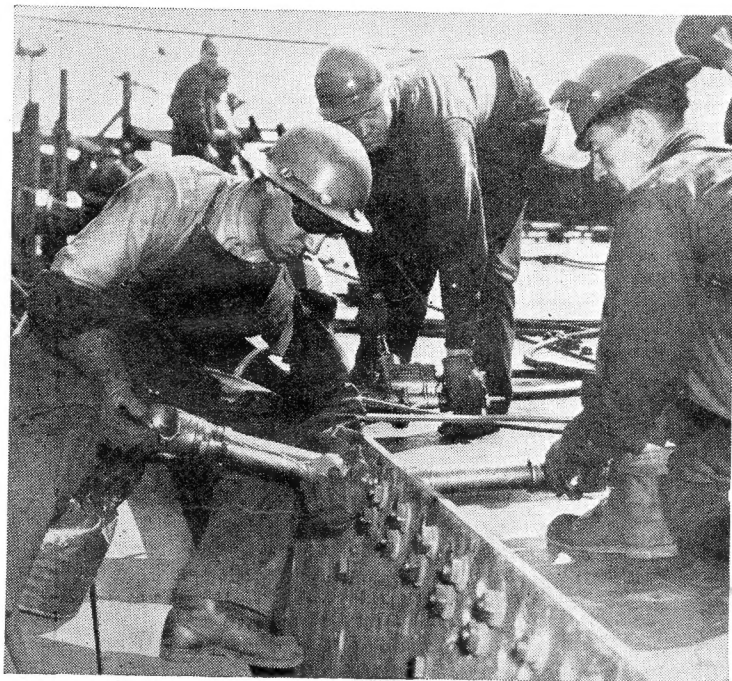
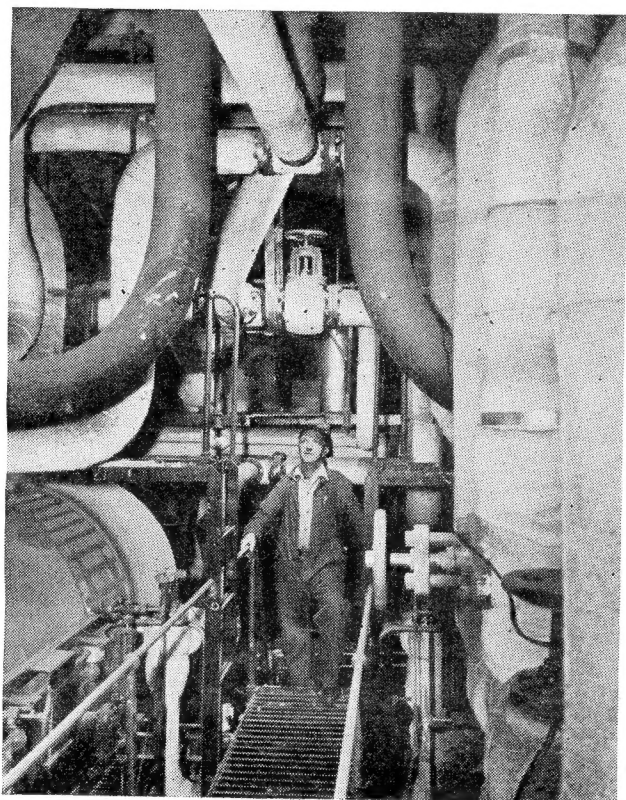
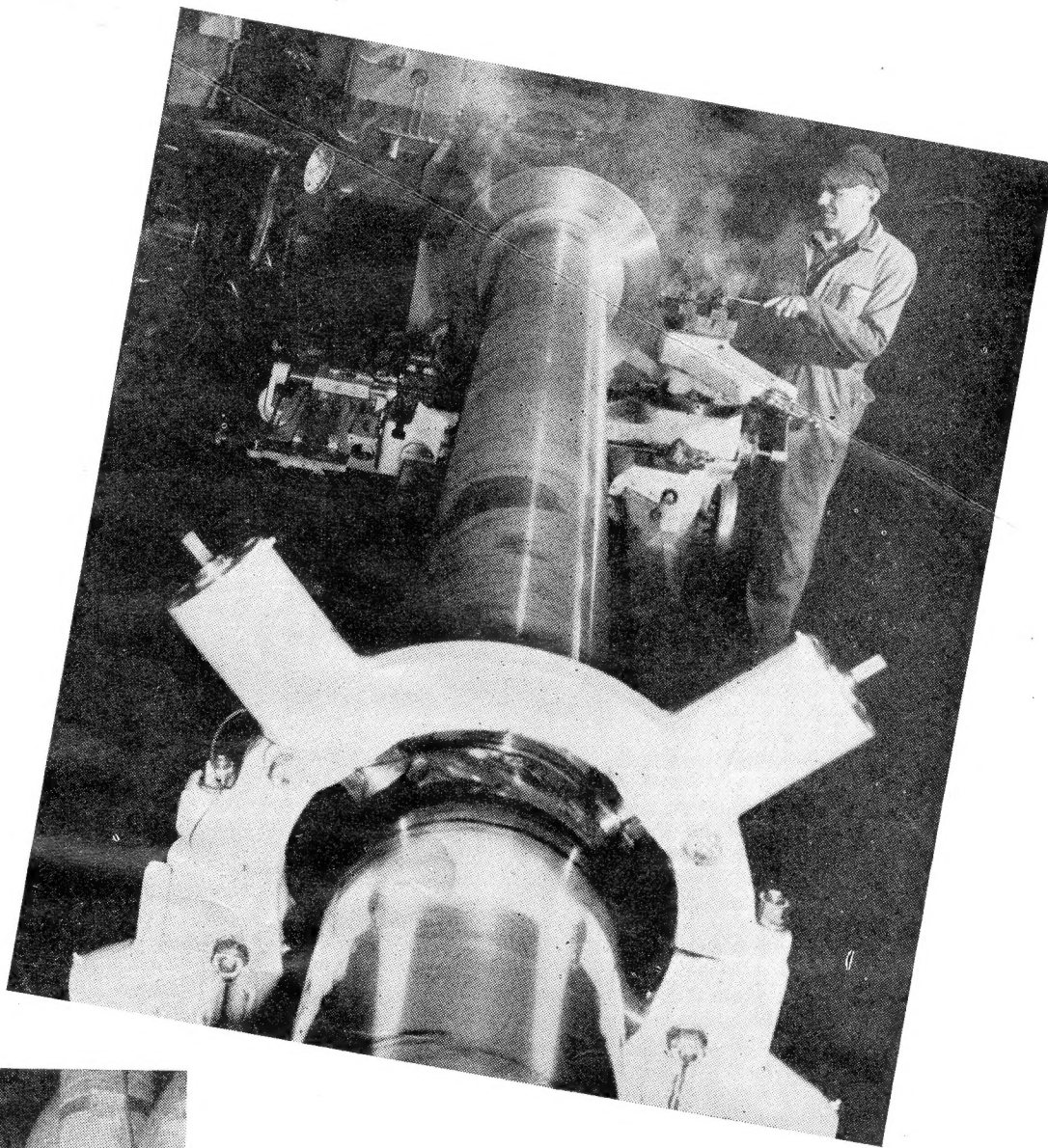
Bottom right: Fair-leads are drilled on the after-end of a North Yard Victory Ship.

PAGE 15

Top right: This Machine Shop lathe cuts 225 feet of steel a minute from an intermediate propeller shaft.

Bottom left: The guts of a ship—Engine Room main and auxiliary steam pipes.

Bottom right: A North Yard Rivetting Gang goes to work on a cargo ship gun'le bar.

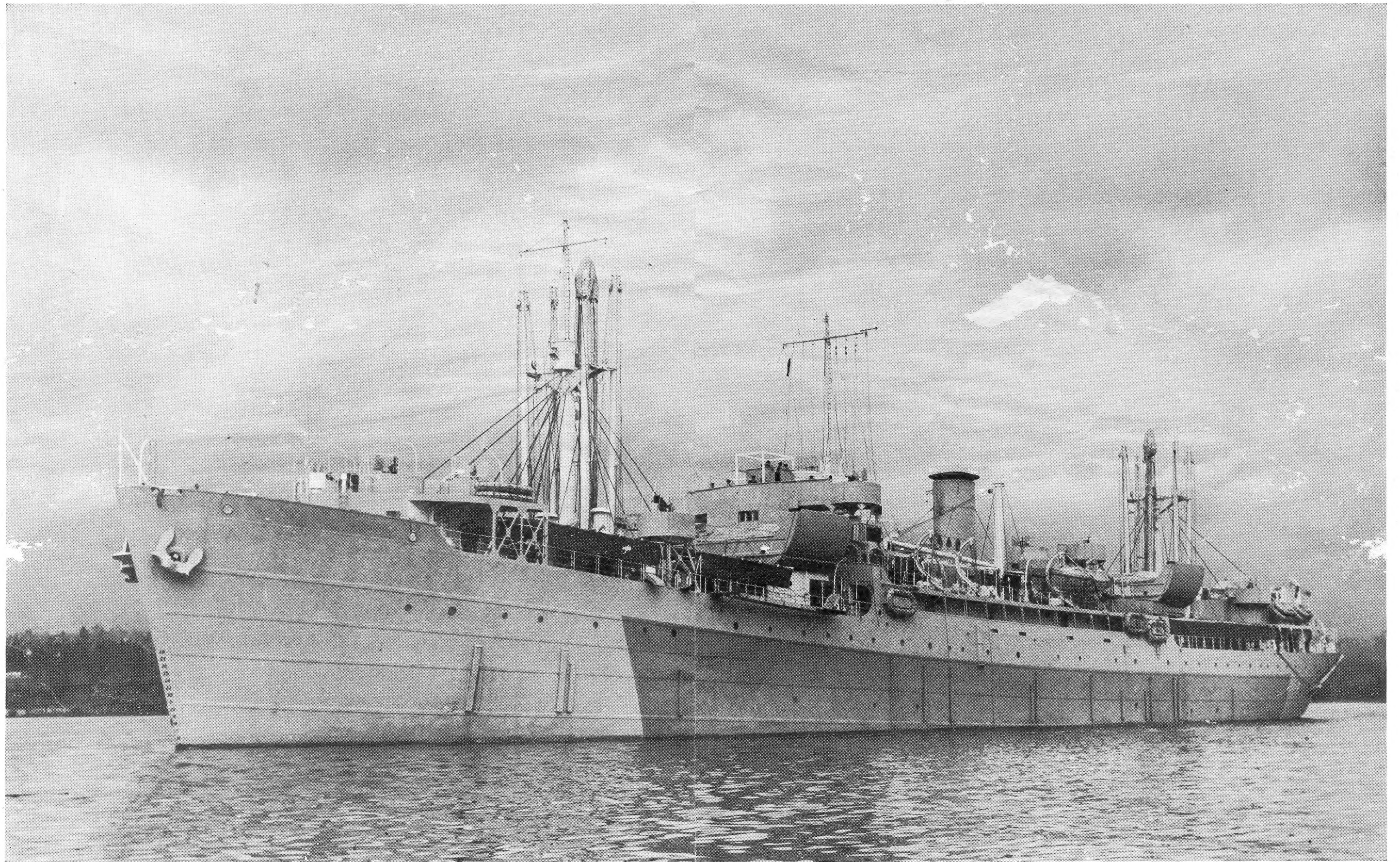


Greater love hath no man than this, that a man lay down his life for his friends.

—John XIV:13.

To those who during these six long years of war gave up their personal hopes and ambitions, who put aside everything they loved best, who died that we might live in peace . . . humbly and from our very hearts we, the men and women of Burrard, offer our thanks.





Burrard Maintenance Ship 222, H.M.S. Beachy Head